

Commodore's Log

By John Rogers, SCOW Commodore

I invite you all to the Commodore's picnic!

The time is noon to 4 PM on Sunday July 8th. The picnic will include opportunities to go sailing on the Flying Scots and Cruisers as well as some Flying Scot races.

Bill Davenport has set up the "Turbo Scot" (Danschweida) with modifications designed to make the boat faster to launch and put away. We will be evaluating the changes to decide if we want to make changes to the other boats. As part of that process, I am sponsoring a race between the Turbo Scot and the other Flying Scots. A Race with a twist. The race will start in the dry docks on land, the boats will be launched, raced around a buoy, back to the docks, and restored to the dry docks on their trailers.

Would you like to be on one of the race teams? Teams are encouraged to practice before hand. If there are more teams than boats, there will be a drawing to select teams for the race. Cheer leaders are also welcome.

This is the time of year when sailing activities get busy, people go on vacation and getting volunteers can be more difficult. I encourage you all to plan ahead and select a few events in which you can help out. Planning events is easier if people volunteer early. Events to note in June include the Special Olympics on Monday evenings, river sails for which skippers are needed, and volunteers for Social Sails on Thursday.

Keeping the club going can take a lot of time. I am particularly grateful to all those who have volunteered this year.

With the busy sailing season some of the grand plans of the spring get lost in the details of training classes, skipper checkout, keeping the boats maintained, social sails, Friday evening sails on the river, bay raft-ups, and Wednesday racing. However, I do not want to forget various changes and improvements that were important in early planning meetings. In particular, we have added a new Flying Scot to the fleet and are actively looking for a replacement for Psycho. We also need to incorporate additional trainers and check-out skippers. Finally, we are working on plans for online boat reservations. Is there any particular change that you think is important and don't want forgotten? If so, send me an email*

Table of Contents

Demystifying Danschweida	2	Maintenance Report	4
The Role of Vice Commodore	5	Calendar	6
Sail on a Real Scow	8	Tune Up Regatta Report	10
Social—Tim's and Commodore's Picnic	11	Voyage of Seque	12

De-mystifying the “New” Danschweida

By Peg O’Laughlin and Bill Davenport

Inquiring minds want to know! How is the “new and improved” Danschweida different from the other Scots? Why were the changes made, and what benefits do they offer Scot skippers? I asked SCOW Maintenance Director Bill Davenport a few questions to help de-mystify Danschweida.

Q. Tell us what led to the idea of altering Danschweida’s rigging.

A. The main idea was to make the boat easier to launch. A couple of times last season, skippers couldn’t get to the Social Sails until late, and they didn’t want to go through the hassle of putting the boats in the water. The thought was if we made it easier to launch, we’d get better participation from the skippers. With the new rigging, skippers don’t have to take the sails off and fold them up and take them back to the locker – the main sail just flakes down on the boom and is tied on with sail ties, and the jib stays hanked on the forestay and goes into a bag with the sheets.

Another thought behind the alterations went to helping develop sailing skills. Most of the people who have gone cruising with me on Rebecca who have gone through the Basic Scot class have been unfamiliar with the use of Cunninghams, downhauls, outhauls, and reef lines.

Q. What can skippers expect to see when they arrive at the dock?

A. First, Danschweida’s trailer sits much lower to make her easier to access. There is no need to climb up on the bow as the cockpit can be accessed by using the tire as a step. The new axel has been moved further back on the frame. The boat won’t tip back when people are moving around in the cockpit. No one needs to stand on the front of the trailer.



Photo 1: The main sail flaked and tied down on the boom with sail ties.

Also, the sails will be semi-rigged on the boat rather than in the sail locker. When the skipper removes the boat’s cover, the main sail will be flaked across the boom and tied on with sail ties, like on the cruisers. [Photo 1 – sail tied onto boom]

The jib will be in a bag with its sheets; when the bag is removed, the skipper will see that the sail is already hanked onto the forestay. [Photo 2 – jib in its bag]



Photo 2: The jib, still hanked onto the forestay, and the jib sheets are stowed in the blue sail bag, which is secured to the pole lift for the spinnaker pole.

We did away with the halyard winches. The skipper will see coiled lines on either side of the mast. The blue line on the starboard side hoists the main sail; the red line on the port side works the jib. [Photo 3 – red and blue lines on the mast]

We also added a Cunningham. A Cunningham is a small block-and-tackle arrangement to flatten the front of the main when going to weather, which will enable the skipper to point higher.

Finally, there is a shiny aluminum box on the front of the trailer. That box contains the log book for the boat and other gear. The skipper will not have to go to the locker, unless he or she wants to take out additional equipment, like buoy balls.

Continued on page 3

Q. What are the benefits of the new rigging system?

A. The chief benefit is that skippers will be able to launch Danschwweida more quickly. The lower trailer makes it easier to launch her and haul her out. The new rigging will help skippers expand their knowledge of rigging options on a boat and help them hone their sailing skills, such as achieving the proper sail shape for various points of sail under different conditions.

For example, I ran a multiple purchase for the outhaul. Many Scot skippers don't adjust the outhaul, but doing so can improve a boat's performance. You need to tighten the outhaul when going to weather and loosen it when off the wind. Loosening it allows the foot of the sail to accept more belly when off the wind. We made some stickers that are attached to the boom and the mast that provide a guide, a rough rule of thumb, for the sail controls and when to use them – when to make them tight and when to loosen them up.

Q. Aren't these issues that might come up when racing rather than on an average pleasure sail?

A. True, although I think when people use them when trying to go to weather they'll see a difference. A lot of times people do not get the correct sail shape – they don't get it flat enough – and they only seem to be able to reach back and forth across the river and don't seem to be able to get anywhere. By tightening the sails and making them flatter, they'll be able to fetch a distant mark that is upwind more readily – they will be able to go to weather better.



Photo 3: The line on the starboard side of the mast hoists the main sail; the line on the port side of the mast hoists the jib.

Q. Are there any caveats SCOW's Scot skippers should keep in mind when sailing the new Danschwweida?

A. Not really. Once skippers run through the process of hauling up the sails, they should be familiar enough with the boat to sail comfortably. Except for raising and adjusting the sails, the boat will sail the same.

Q. Can you walk us through the launch procedures?

A. First, follow all the standard Scot pre-launch procedures (remove cover, inspect, drain and insert plug, etc.)

When taking the boat to the crane, back her toward the crane a little more slowly; because she now sits lower, the trailer will meet the concrete bumper on the dock before the wheels of the trailer.



Photo 4: Bill Davenport demonstrates how to secure the outhaul after it is pulled taught.

Raise and launch the boat as you would any other Scot

Loosen the main sheet. Remove and stow the sail ties on the main sail.

Loosen the blue line on the starboard side of the mast, which is the halyard that controls the main sail. The halyard should have been left attached to the sail, but if not, attach the shackle end of the halyard to the head of the main and feed the luff rope into the channel on the mast. Hoist the main sail. Pull the halyard good and tight, cleat it on the mast, loop the excess line, and hang it from the cleat. Remove and stow the boom crutch.

Pull the outhaul taught. [Photo 4 – outhaul being pulled taught]

Insert the Cunningham hook into the grommet just above the mainsail tack grommet. [Photo 5 – Cunningham being attached]

Unzip and remove the blue sail bag on the jib and stow it below. Loosen the jib halyard from its cleat on the port side of the mast. Check that the jib has been left attached and is ready to hoist. Hoist the jib, ensuring that the plate at the front of the boat under the deck is level. Cleat the jib halyard on the mast, loop the excess line, and hang it from the cleat. Rig the jib sheets as usual.

Tighten the Cunningham as necessary by pulling on it; it has a v-jam in the upper block to secure it.

You're ready to cast off.



Photo 5: The Cunningham, which, when tightened, flattens the front of the main sail and allows the skipper to point higher.



Danschweida also features a tiller tamer to hold the tiller in a fixed position allowing both hands free for other tasks.

Q. How about the hauling out and securing procedures? [photos]

A. After docking, loosen the outhaul. Lower and flake (fold) the main on top of the boom. Secure it with sail ties. Leave the halyard attached.

Lower the jib. Put the jib and jib sheets in the sail bag and zip the bag around the front of the jib and the forestay. Tie the thin red line at the bow to the jib halyard at the head of the jib. No need to unhook or remove the jib.

Haul and park the boat as usual. Make the log entry and return the log book to the box. Place the cable through the bow handle and lock it to the lock

Maintenance Report and the Debut of our Newest Flying Scot

By Bill Davenport, Maintenance Director

The Scot's need work on their centerboards. This project will require knowledge of epoxy repair (Marinetex), fairing techniques and power tools. We have a spare board that can be repaired and exchanged as work proceeds on the 3 Scots.

The new Flying Scot (Name to be announced later) needs work done on its lifting bridle and its trailer's third wheel jack installed. Rebecca needs work done on deck fittings and sheet bags. Please respond if you would like to attempt any of these repairs. Rebecca needs some electrical work and her battery charged. Please respond if you would like to attempt any of these repairs*



Meet the latest addition to our fleet:

Our new Flying Scot!

Vote for her name at the member meeting



What is Vice?

By Tom Paquin, Vice-Commodore

Hello everyone! This is my debut to Channels! How did I sneak through 5 months without a word?? . . . my comfortable low-profile is no more!

In pondering how to describe what it's like to be vice-commodore, I thought, why not start by defining the word "vice". Here's what I discovered:

VICE: /vaɪs/

1. an immoral or evil habit or practice.
2. immoral conduct; depraved or degrading behavior: a life of vice.
3. sexual immorality, esp. prostitution.
4. a particular form of depravity.
5. a fault, defect, or shortcoming: a minor vice in his literary style.
6. a physical defect, flaw, or infirmity: a constitutional vice.
7. a bad habit, as in a horse.
8. (initial capital letter) a character in the English morality plays, a personification of general vice or of a particular vice, serving as the buffoon.

WOW! Had I truly been aware of what "vice" is, I would never have volunteered to serve with such a title! Serving as the buffoon! I guess the joke's on me. It doesn't matter how you slice it, I am either the personification of immorality and evil, the club prostitute, a particular form of depravity, a buffoon, physically defective, etc.

In spite of being suckered into a position that I have only just now learned is, by definition, that of a morally depraved person, I am happy to tell you that serving as vice-commodore has proved to be no such thing. I have been able to mostly maintain high morals as your vice-commodore.

Aside from attending the monthly board meetings and membership meetings, serving as vice-commodore is a mixed bag of duties and tasks. The only somewhat "official" duties of the vice-commodore are to fill in for the commodore in his absence, to participate in meetings of the club's various committees as needed, and to contact and arrange for guest speakers at the membership meetings. In addition to these basic duties, I have assisted with miscellaneous tasks such as getting our boats registered for the season, checking the club P.O. box for mail, assisting with setup for the re-up brunch, and participating in the ever-lively discussions amongst board members regarding the day-to-day planning and actions necessary to keep the club running smoothly.

Serving as vice-commodore does take time and patience. I have had the pleasure of serving with a board that gets things done for this club, often with extraordinary effort as things frequently prove not to be as simple as they seem. There is a lot of behind-the-scenes action when it comes to SCOW, and we are all fortunate to have a board and members who dedicate so much of their personal time and efforts to keep the club functioning and serving its purpose, which is to provide the opportunity to learn about sailing, to enjoy it with friends, and last but certainly not least, to be able to afford it*

June to July Calendar of Events

Saturday through Friday

	Sat Jun 2	Sun Jun 3	Mon Jun 4	Tue Jun 5	Wed Jun 6	Thu Jun 7	Fri Jun 8
J U N E			Board Meeting Special Olym-		Basic II Racing	Social Sail	
	Sat Jun 9	Sun Jun 10	Mon Jun 11	Tue Jun 12	Wed Jun 13	Thu Jun 14	Fri Jun 15
	Basic II (Water)	Basic II (Water)	General Meeting Special Olympics		Basic II (Land) Racing	Social Sail	Channels Deadline
	Sat Jun 16	Sun Jun 17	Mon Jun 18	Tue Jun 19	Wed Jun 20	Thu Jun 21	Fri Jun 22
	Basic II (Water)	Basic II (Water)			Basic II (Land) Racing	Social Sail	
	Waterfront Festival	Waterfront Festival	Special Olympics				
	Sat Jun 23	Sun Jun 24	Mon Jun 25	Tue Jun 26	Wed Jun 27	Thu Jun 28	Fri Jun 29
Basic II (Water)	Basic II (Water)			Basic II (Land) Racing	Social Sail	River Full Moon Sail	
		Special Olympics					
	Sat Jun 30	Sun Jul 1	Mon Jul 2	Tue Jul 3	Wed Jul 4	Thu Jul 5	Fri Jul 6
	Basic II (Water, Make-up)	Basic II Checkout	Board Meeting		4th of July	Social Sail	
	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)		
J U L Y	Sat Jul 7	Sun Jul 8	Mon Jul 9	Tue Jul 10	Wed Jul 11	Thu Jul 12	Fri Jul 13
	Capsize I	Commodore's Picnic	General Meeting		Cruiser II (Land) Racing	Social Sail	
	Sat Jul 14	Sun Jul 15	Mon Jul 16	Tue Jul 17	Wed Jul 18	Thu Jul 19	Fri Jul 20
	Cruiser II (Water)	Cruiser II (Water)			Cruiser II (Land) Racing	Social Sail	
Spinnaker I	Channels						
Sat Jul 21	Sun Jul 22	Mon Jul 23	Tue Jul 24	Wed Jul 25	Thu Jul 26	Fri Jul 27	
Cruiser II (Water)	Cruiser II (Water, Evening)				Social Sail		
				Racing			
Sat Jul 28	Sun Jul 29	Mon Jul 30	Tue Jul 31	Wed Aug 1	Thu Aug 2	Fri Aug 3	
Cruiser II (Make-up)	Cruiser II Checkout				Social Sail		
				Racing			

August to September Calendar of Events

Saturday through Friday

August 2007	Sat Aug 4	Sun Aug 5	Mon Aug 6	Tue Aug 7	Wed Aug 8	Thu Aug 9	Fri Aug 10
	Capsize II		Board Meeting		Racing	Social Sail	
	Sat Aug 11	Sun Aug 12	Mon Aug 13	Tue Aug 14	Wed Aug 15	Thu Aug 16	Fri Aug 17
	Spinnaker II		General Meeting		Channels Deadline	Social Sail	
Social Event - Cambridge Lady				Racing			
Sat Aug 18	Sun Aug 19	Mon Aug 20	Tue Aug 21	Wed Aug 22	Thu Aug 23	Fri Aug 24	
Extra Basic & Cruiser Checkout				Racing	Social Sail		
Sat Aug 25	Sun Aug 26	Mon Aug 27	Tue Aug 28	Wed Aug 29	Thu Aug 30	Fri Aug 31	
Bay St. Michael's Crab Feast				Racing	Social Sail		
Sat Sep 1	Sun Sep 2	Mon Sep 3	Tue Sep 4	Wed Sep 5	Thu Sep 6	Fri Sep 7	
		Labor Day,			Social Sail		
Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)		Racing			
Sat Sep 8	Sun Sep 9	Mon Sep 10	Tue Sep 11	Wed Sep 12	Thu Sep 13	Fri Sep 14	
		General Meeting		Basic III (Land)	Social Sail		
Leukemia	Govenor's			Racing	Rosh Hasha-	Channels	
Sat Sep 15	Sun Sep 16	Mon Sep 17	Tue Sep 18	Wed Sep 19	Thu Sep 20	Fri Sep 21	
Basic III (Water)	Basic III (Water)			Basic III (Land)	Social Sail		
Smith Island Trip	Smith Island Trip			Racing			
Sat Sep 22	Sun Sep 23	Mon Sep 24	Tue Sep 25	Wed Sep 26	Thu Sep 27	Fri Sep 28	
Basic III (Water)	Basic III (Water)			Basic III (Land)	Social Sail		
Yom Kippur				Racing			
Sat Sep 29	Sun Sep 30	Mon Oct 1	Tue Oct 2	Wed Oct 3	Thu Oct 4	Fri Oct 5	
Basic III (Water)	Basic III (Water)	Board Meeting		Basic III (Land)	Social Sail		
				Racing		Annapolis	

A Sail on a Real Scow (An adventure in the Home of Yachting)

By Sergey Tagashov

Has anyone one of you SCOW-members ever wondered what it would be like to sail an actual scow? Or to be exact a "schouwe" since that's exactly how the Dutch spell it. I'm an ex-SCOW member and frequent online "ghost."

Well, I did wonder and my curiosity (and a bit of luck) led me to Holland, where these boats are still built in large numbers. Originally these were fishing vessels, but now they've become a local sailboat of choice. They are very well adapted to the extremely shallow waters of the Waddensee or the Frisian Sea, as it is called on some British charts.

If you want to sail one you can find the details (links and pictures, too) at <http://www.scheepswijs.nl/eng/index.html>. The skipper and instructor - Marianne van der Linden - speaks excellent English and will gladly teach you the tricks of traditional gaff rigging, navigating the extreme tidal waters along the Dutch coast. You will also experience a glimpse of the old-time sailing with wooden rigging, and not much more than a compass and a chart to guide you...

What follows is an account/impression from my own 2 day mini-adventure, so if you have time - read on:

It all started with a dull business trip to Germany that I had to do in late January. It was wet and cold - nothing pleasant to expect... Then, to my great surprise I got an e-mail about the "Boot" - Continental Europe's



largest annual boats show held in Dusseldorf for 38 years in row. It changed everything - I went into the Dusseldorf expo at around noon and left after the third closing bell 6 hours later - never bored for a second :). Needless to say - every kind of equipment and boat manufacturer - from kayak to 60 feet was there. After I satisfied my addiction to boats (at least

for a time :) I walked into the chartering/sailing tourism part of the exhibit and to my surprise found out that the Dutch still build their traditional gaff-rigged

flat bottom schouw's and lemsteraaken - the boats I knew from the paintings dating back to the 1700's. They advertised chartering companies for them - lovely vessels with a curved gaff, wooden rigging, lots of wooden blocks, three sails, and a characteristic "stretched doughnut" shape. I got excited, but a bit concerned about sailing an unknown rig in unknown waters, so I started looking for a school that would introduce me to the boat. Luckily, on my way out I picked up an issue of the British sailing magazine "Classical boat" featuring a special article on Dutch traditional vessels- there I found the Scheepswijs Sailing School and a few weeks later I stepped on board the *Deining* (loosely translates as "Wave action", I think) - a 10.5 meter (about 35') 10 ton metal scow with a draft of only 90 cm (less than 3 feet) (!).



While recently built out of metal, it was painted black, carried wooden mast and bow-sprit, some of the lines were still good old hemp; the sail was attached to the mast and boom with rings of line (I do not remember the proper term for those), and all the blocks were wood (sorry - no jam cleats:)), much like 200 years ago. Equipment included a compass, a diesel engine and a very simple GPS which we switched on once in two days of sailing to fix our position (and even that out of pure laziness - we could've easily acquired a fix from the several navigational aids in sight). The main cabin was heated by...a wood stove, of course, with the galley having several rows of clay tiles on the bulkhead.



One could not be mistaken - he was aboard a Dutch vessel rooted in sailing tradition.

Continued on next page

We sailed out of Harlingen Haven - an old port North-East of Amsterdam (about 3 hours by train from the Amsterdam Airport) - think Old town Annapolis but 2-3 times larger and with canals and locks running along the main streets. Upon request the harbor master raises the bridge for the masted vessels to get out of port and you see a vast grayish area all the way to the horizon - not quite sure where it's water, and where - the sky. The Waddenzee is shielded from the rough waters of the North sea, so the conditions are a bit like on the Chesapeake, however, the winds are much stronger and the temperatures are lower, of course. (We sailed in Beaufort Force 5-6 winds, that's something between 17 and 25 knots, but curiously I didn't see any waves higher then 3 feet). The water is whitish-gray - lots of sand eternally circulated by currents and tides, I guess. It is also extremely shallow - large areas rise 2+ feet ABOVE



sea level at low tide. You can see a stunning "birth of dry land" event every six hours - where there was water - land slowly emerges with birds and other animals (like

seals) sitting on this newly acquired soil... Navigating such waters outside of the heavily marked and narrow main channels is a constant exercise in counting time, tidal directions and force, wind strength and direction. There are also numerous fishing net poles and just shallows to make your life fun. To make it extra fun and to bring you back a couple of hundred years how about... no depth sounder - you just use a 9 foot colored pole to check depth in the shallows... Working it for 10-20 minutes (e.g. when crossing a shallow) is a great fitness exercise :)!

A boat navigating such waters can not have a keel of course, hence the traditional flat bottom design with leeboards attached to both sides of the boat. Those work like a centerboard of a Flying Scot or a swing-keel, with the difference that it is lowered from the lee side. Each time you tack you have to shift a leeboard, as well as tighten and loosen the backstays on the respective sides of the boat - a

gaff rig would not allow for a backstay reaching to the transom - you've got two of them along the sides instead and you need to let loose the leeward backstay for the boom to travel normally. So, as you can see, there is a bit more work and coordination involved. The boat also had just a simple tiller, so at 10 tons she would not allow improper sail trim - you could not force it to go anywhere by just pushing it :). On the other hand, when trimmed properly at certain angles to the wind the boat would sail with hardly any need of steering - she just sticks to the course, as if the was an auto-pilot engaged. Traditional sail attachment (i.e. no groove or thread to run a sail through anywhere) surprised me with its flexibility - a combination of reef points and halyards allowed us to have a huge sail area or a really small one with the mainsail being a fumbled roundish piece hanging sort of in the center between the gaff, the boom, and the mast. Shallow bottoms allow these boats to safely run aground and lie on dry land (leeboards raised) waiting for the tide to come in. All in all it was an amazing experience observing "how it all used to work back then" and also learning some finer points of sailing, sail trim, and boat handling.



By the way, as many of you probably know, historically the Netherlands have independently developed seaman-ship techniques and boat designs, so there are no correlations with the British sailing terminology - all boat parts and rigging have their original names in Dutch starting from styrbord and bakbord (that's starboard and port, of course). For me, being from Russia - a nation that borrowed its sailing terminology, lock, stock, and barrel, from the Dutch, it was really fun to use my own language for the sailing terms and to see that they have stayed the same since the times of Peter the Great and my Dutch shipmates could still understand those...

In less than 6 hours of sailing, covered by salty spray, I completely forgot where I was from, what did I do before, or had to do after - I was in heaven... or darn close to it :)

Best wishes and safe seas to all*



Tuning Up the Flying Scots

By Adam Pressman, Race Director



Lets Race!

The annual Tune Up Regatta found a small group of skiff sailors and our nascent race committee getting in sync with five starts on a breezy beautiful day on the river. From his perch on the S/V *Little Tomato* your Race Director supervised the proper Rule 26 starts after having set a line to be used as both start and finish in the lagoon near Washington Sailing Marina. Your Vice Commodore Tom Paquin won the best of five series even after a penalty turn. The race coach at our race training seminar in the Spring pointed out the racers must stay near the starting line. That was where Tom's match in the other four races fell short in the fifth and final heat. With Lasers, 420's, Sunfish and Albacores crowding the course on this perfect day for sailing, the skippers had to stay attuned to their tactical game as well as accomplishing that which wins sailboat races from our little club efforts all the way to the America's Cup: Get a good start, sail fast, defend your lead. Thanks to Wayne Williams for the pictures below and skippering the Committee boat around the course.



Vice Commodore Tom and Heather rig a Flying Scot

Scow members Mike Fransella and Dave Reed crewed *Psycho* to a second place finish in the Mt Vernon Sprint Regatta. The Regatta was held in very light wind and foul current on a 90 degree day. Taxing *Psycho's* crew members to stay focused on sail trim and tactics. Many boats dropped out of this race. that seemed to last forever. The entire crew was thankful for and ample supply of beverages. Bill Davenport was the Skipper.



Skipper Rhonda assembles a Scot and her crew

The Tune Up Regatta preceded the start of the Flying Scot skiffs' Wednesday Night Regatta series. This week the club boats were joined by a neighbor who got away with a couple victories before our club skippers took over swapping victories and enjoying another great Spring evening. Bill Davenport, SCOW's medalist in the Cherry Blossom Regatta, was joined by Veri Crain in Race Committee duties*



Certified Race Officer Adam Pressman calls the race and coaches the teams.

I cannot not sail - E.B White, Author



Rhonda with Reefed Main



Tom crosses the finish line for best 3 of 5.



Dodging Sunfish During Race

Tims River Crabhouse / Mattawoman Creek Trip (June 9th and 10th)

By Nelson Pacheco

Hope the following information helps cruisers, SCOTT sailors, campers or diners participate in this SCOW River weekend event. Leesylvania State Park is about a mile or less north of Tims River Shore and has great ramps for launching boats. As long as it's done in daylight the Scots could easily be trailered, launched, sailed to Tims, sailed back, and trailered back. Cost is \$3 a head for entry and \$3 per boat for launching. Overnight camping is also possible but it's a little more complicated. The park allows groups, not individuals, to camp. So SCOW could reserve a campground and pay the camping fees which are variable. The highest cost is \$60-90 but that's for 25 individuals. Assuming we're just talking 1-2-3 tents, I doubt if the fee would be very much but SCOW would have to send in the camping form and talk to them. The Leesylvania web site is: http://www.dcr.virginia.gov/state_parks/lee.shtml#prices

Tims is a crab house with a fun tiki atmosphere. They have an indoor and an outdoor eating area. They have long docks that shallow draft boats can pull up to, or boats with deeper draft can anchor offshore and a pontoon boat comes to take you to the restaurant. Water is about 4-5 feet in the anchoring area and about 3 feet around the docks. Mattawoman Creek is a mile across the Potomac River from Tim's. It is a long creek, so you have to go another mile or two inside the creek to anchor. It's a protected anchorage, unlike Tim's which is exposed on the river. Anchorage is in about 5-6 feet of water, and there is a seawall where shallow draft boats can pull up to. Mattawoman is next to the Smallwood State Park that has bathroom facilities, hiking paths, a small arts center (closes at 4PM) and an old revolutionary era home owned by Gov Smallwood. The cruisers could sail to Tim's and join up with the Scotts and SCOW diners, have dinner, and sail over to Mattawoman to anchor. Or they could sail to Mattawoman to anchor, join up in one or two boats to sail over to Tims and back. It all depends on how early the boats arrive. It's about 20 miles down, so allow 4-5 hours motor sailing if necessary. It might be too long for sail alone in light air so motor/sailing may be necessary. Returning Sunday might be easier to sail all the way since there is no need to get back super early. For more information on Smallwood State Park see the link: <http://www.dnr.state.md.us/publiclands/southern/smallwood.html>

There are so many combinations possible I don't want to get more specific, these are just the general parameters and the participants can decide what to do and when. I'm just going to join the raftup from the Quantico area, so for me it's pretty easy. See you at Tim's!

SCOW COMMODORE'S PICNIC

By Dot Almassy, Social Directxor

8 JULY 2007 Sunday NOON - 4

WASHINGTON SAILING MARINA GROVE

Noon – First Sailboat race of the day: Turbo vs Other Scots...from Trailer to Marker and back to Bed.

1pm – Lunch – Hamburgers and Hot Dogs etc. Potluck Go-Withs

2pm – Christening of New Scot (Name to be announced)

2:30 - 4:00 – Games and Races and Socializing and Eating etc.

Donations of Food, Beverage and \$ appreciated.

Needed: Volunteers to be Dockmasters, Set Up, and Clean-Up.

Thank you all. Rob and Herb have already volunteered to man the grills!



The Voyage of Segue

by Lisa Eller

Prologue

Skipper Jim and crew John and Lisa spent Memorial Day weekend fetching Jim's new sailboat, Segue, from Norfolk. On Thursday night, we met at the Social Sail at Washington Sailing Marina. Wayne Williams, the River Activities Director and the person who coordinated the meeting of the skipper and crew, met with us and gave us extra charts, equipment, and words of encouragement before we started our voyage. Around 8:00 p.m., we loaded all our gear into a rental car and began the journey to Norfolk. We arrived at the marina around midnight, and found the Segue. We stowed our gear on the boat and crawled into the berthing areas to sleep.

Day One: Fair Weather and Open Water

In the morning, the weather was beautiful, and the crew spent the morning preparing the boat for the trip while the skipper finalized paperwork and acquired fuel. We left Norfolk around noon, with no mishaps (at least none we will admit!). Sailing up the Chesapeake Bay was much easier than we had anticipated. The weather was cooperative and the surface was calm. The day passed quickly with nothing more eventful than rescuing an lost powerboater who was lost. We decided to spend the night at Deltaville Marina, on the Jackson River. Deltaville Marina is visible from the Chesapeake, but if you go there, follow the charts carefully and stay in the channel on approach. It really is as shallow and tricky to navigate as it looks, and attempting to take a shortcut across will get you stuck, as one couple in a motorboat demonstrated as we approached. But making it in to this marina is well worth the effort. Beautiful, clean, bathroom facilities include clean private showers and even offered blow dryers and straightening irons. The dockmaster was friendly and helpful, and gave us a map to local attractions and access to free bicycles. A lounge is open all night with television, couch, and coffee pot, for those who might want to spend some time off the boat. We took the bicycles into town for dinner and drinks at one of the local seafood restaurants. Sleeping on the boat was quiet and calm.

Day Two: Doldrums, Bitey Flies, and Deliverance

First thing in the morning, we took the bicycles again to a wonderful little Deltaville coffee shop where we sat on comfortable couches eating breakfast sandwiches and sipping cappuccinos while our phones recharged. There is a nice little farmer's market across from the coffee shop for those wishing to stay in port for a while. Unfortunately, since this wasn't a pleasure cruise but a mission with a time table, we had to drag ourselves away from this charming little village and were on the water by 9:00. The winds were non-existent, and the Bay was smooth as glass. The only disruption in the surface was caused by the numerous schools of fish churning in feed balls. By around 1:00 we reached Smith's Point and the mouth of the Potomac river, and we began to feel a sense of accomplishment and excitement. From this point, we knew we would have to watch our depth and rely on charts and markers to safely navigate. However, as the day drew longer, the winds continued to elude us and the air became hotter, more humid, and filled with annoying bitey flies that appeared in increasing number and variety as the afternoon wore on. With no help from the wind for either propelling the boat or cooling us, the crew began to grow weary and sticky. Not wanting to navigate the unfamiliar lower Potomac at night and craving for showers and cold beer, we identified a marina that we figured we could reach by about 7:00 p.m., giving us plenty of daylight to get situated. Cole's Point Plantation was the logical stop. The books said Blackbeard was known to stop there and the marina had all the amenities. The other option was to continue on for about another hour and anchor in the next bay. After a quick discussion, a unanimous decision was made in favor of showers and beer. Cole's Point Marina was easy to approach and we called ahead to arrange a slip. I could go on and describe the events of the next 11 hours, but we are all still too traumatized to deal with it right now. Maybe after much therapy and alcohol, we could be convinced to tell the whole story. However, let me just sum it up with a few images: Camaros with flames, Nascar fans, the sound of the General Lee's horn, drunks with fireworks, and banjos playing the Deliverance theme. None of us got much sleep, and we were out of there by 6:30 the next morning. If you are ever down that way, don't be lured by the promise of Blackbeard's gold as is advertized in the books. Sail on another hour and anchor. Trust me on this.

Day Three: The Perfect Day, the Perfect Storm, and the Perfect Place to Sleep

Wanting to put as much water between ourselves and Cole's Point as we could, we started out just after light. After a few hours of beautiful cool weather and enough wind to give us about a half knot of extra speed, we arrived at Colonial Beach. Another great place, and the best cappuccino I've ever had. After getting coffee, ice, and clean t-shirts, we started out again. As we approached the narrows, our fearless skipper Jim plotted out a safe course and we made it through the s-turns in unbelievable time. We even had some help from the wind. Our goal was to make it to Aquia Harbor, but we soon realized we were making such good time it would be possible to make it all the way to Washington Sailing Marina before dark if we wanted to. Since we were planning on picking up Jim's son at Tim's Rivershore Restaurant in the morning, we decided to spend the night at Smallwood State Park in Mattawoman Creek. Of course, that meant we could stop at Tim's for dinner and drinks! We dropped anchor and took the water taxi in, and in just a short time we were enjoying good food and good drinks. I recommend the Spicy Shrimp and the Rivershore Margaritas. About the time we were getting ready to catch the water taxi back to the Segue and cross the Potomac to the marina, the perfect

storm hit. Sudden heavy rain with thunder and lightning were all around us as we prepared to step into the water taxi. The driver then told us that several boats had come loose from their anchors and were floating free downstream, and the river taxi had to take those people to catch their boats. We stood on the dock under the canopy through the storm. When the river taxi returned after catching all the boats, the storm passed and we crossed uneventfully into Mattawoman Creek. The approach to the marina is tricky, and the channel is narrow. Stay close to the north shore and pay attention to the markers until the entrance to the marina! Once in the slip, we discovered clean showers, free laundry facilities, and a perfectly calm, secluded place to relax and smoke a few cigars. Smallwood State Park is close enough for overnight trips from Washington, it is well worth your time to check it out.

Day Four:

On the morning of Memorial Day, we got fresh coffee at the small bait shop, and took time to tidy up ourselves and the boat. We crossed the Potomac back to Tim's early enough to tie up on the dock and stroll up to find the best seats on the deck. The Spiced Shrimp was still good, and goes just as well with beer as with margaritas. After Skipper Jim's family joined us for lunch, we took Jim's son, Max, and traveled the rest of the way up the river to the Washington Sailing Marina. Max took the wheel for most of the way, allowing the weary crew to sit back and enjoy the scenery. As we approached the dock at the marina, Wayne was waiting to cheer us on. After tying the Seque up in her new slip, we were invited to celebrate the end of our safe journey with hot dogs and beer at the Little Tomato Hospitality Lounge, compliments of Hospitality Queen Veri. What a terrific way to end a long journey!

Epilogue

The skipper and crew arrived home tired, sunburned, and feeling pretty happy with how well the entire trip went. We all learned more about each other, the boat, navigating the Potomac, and sailing. Lessons learned: 1) The quality of marina is directly related to the level of difficulty in navigating the channel approaching it. If it is easy to get to, it is probably not worth it. The best marinas are difficult to get to; 2) You can never have too many clean shirts; 3) baby wipes are worth their weight in gold; 4) having supportive ground crew and friends makes all the difference in the world. Thanks to everyone who helped us and supported us in any way. Overall, it was a wonderful experience I will gladly repeat... next year.*



Club Members John and Lisa Eller help fellow member JimVanderzyl and the S/V Segue make the trip to our marina.

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